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Hongkong Daily Press.

ESTABLISHED 1857.

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"BOAR'S HEAD"
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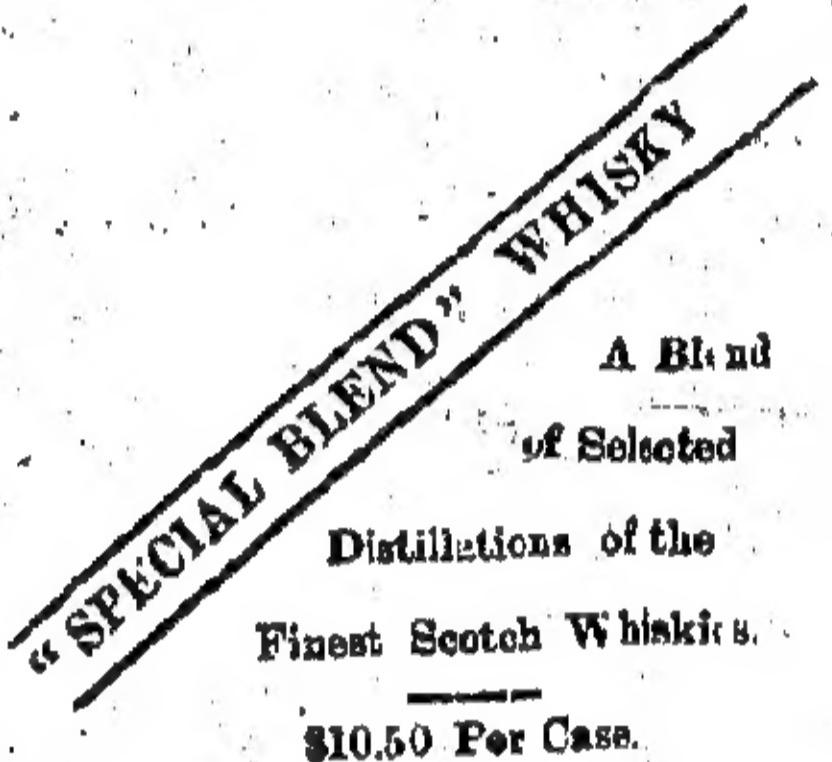
No. 14,807 號七零八千四萬一第一日四十月廿年壹十三緒光 HONGKONG, FRIDAY, SEPTEMBER 22ND, 1905. 五拜禮 號二十二月亥年五零九千一英港香 PRICE, \$3 PER MONTH.


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An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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THE HONGKONG DISPENSARY,
[1432]

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GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOME & CO.,
General Managers.
Hongkong, 1st March, 1905. [1412]

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GEO. FENWICK & CO., LTD., Engineers
are open to receive OFFERS FOR
THE PURCHASE OF THEIR WAN chai
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 36; approximate area 43,000
square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

WANTED A STENOGRAPHER.

WANTED from 1st November next a
First-class STENOGRAPHER and
TYPIST. Good Salary offered.
Apply to P.O. Box No. 598.
Hongkong, 26th September, 1905. [2166]

SIE NTING,
SURGEON DENTIST,
No. 10, DAGUILLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [2174]

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THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

SUN FAT & CO.
MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,
EMBROIDERIES, LACKS, SILKS, PONGEE,
GRASS LINEN, SHAWLS, HANDKERCHIEFS,
BLANKETS, TRENCHES,
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No. 82, QUEEN'S ROAD CENTRAL.
Any Order Promptly Attended To.
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NAVY BOILED
LONG FLAX CANVAS
RELIANCE CROWN
TARPAULING
ARNHOLD KARBERG & CO.
Sole Agents

RUINART PERE & FILS, REIMS.
Established 1719.
CHAMPAGNE BREWERS AND
SHIPPIERS.
Ship only the Finest Quality
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Hongkong, 17th May, 1905. [122]

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JOHN PETRINO & CO.

GRAND FORMAT	Per Tin of 50	\$1.75
GOLD TIPPED	"	1.00
STAR OF INDIA	"	2.75
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Hongkong, 27th May, 1905. [1239]

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NEW STORE

IN CHATER ROAD AND ICE HOUSE STREET.

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Hongkong, 5th September, 1905. [1436]

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NEXT DOOR to our FORMER ADDRESS.

Hongkong, 15th August, 1904. [139]

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HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

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5 Star LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
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FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS, LIMITED,

CHEMISTS AND DRUGGISTS,

AND

AERATED WATER MANUFACTURERS.

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APOTHECARIES HALL, HONGKONG. [1438]

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The Exploits of Joe Salis: A British Spy, by William Greenet.	1.75	SLAZENGER'S, E.G.M., DEMON, AND SPECIAL DEMON.
NEW BOOK by J. Dyer Ball, "Quotations from the Chinese Classics in Daily Use."	2.00	CRICKET BATS, BALLS, STONES, GAUNTLETS LEG GUARDS, &c.
Macao, the Holy City, the Gem of the Orient Earth, by Dyer Ball.	1.50	FOOT-BALLS, SHIN GUARDS, INFLATORS, &c.
Pall Mall Holiday Number	0.40	
Electric Ship Lighting, by Urquhart	5.90	
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The Man Through, by Leupp	3.90	
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THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905.

JAPAN COALS.

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(MITSUI & CO.)**

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WHISKY, PALL MALL	- - -	20.00
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AND LIGHT ALES.

PRICES:

PER CASE		
"BULLDOG"	8 doz pds \$25	P per dz pds \$3.25
Bass' Ale	8 doz pds \$25	"
"BULLDOG"	4 " pds \$18	" pds \$4.50
Light Ale	"	"
in Cham-	8 " pds \$24	" pds \$3.00
pagne Botts	"	"
(specially	12 " splits \$27	" splits \$2.40
brewed for	"	"
this climate)	"	"
"BULLDOG"	8 " pds \$24	" pds \$3.00
Guinness'	"	"
Stout	"	"
Do.	12 " splits \$28	" splits \$2.40

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Only communications relating to the news columns
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Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

Any communiqué signed by one who has
already appeared in other papers will be inserted.
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HONGKONG OFFICE: 104, DES VIEUX ROAD, CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1905.

HOWEVER much the caution of the Japanese Government in preventing immature information of movements of the army and fleet becoming public is to be commended, the same prudence cannot be extended to the remarkable cloud of secrecy with which it has covered the explosion on board the *Mikasa*. Sasebo, the principal naval station of Japan, though situated within some thirty miles of Nagasaki, is so admirably concealed by nature and art, that although the line of railway from Nagasaki to Moji passes within a few miles, and a branch line has been made to the port itself, practically nothing is known to the outer world of its position or resources. That this has proved of immense benefit to Japan during the War goes without saying, but it adds immensely to the difficulty of forming any correct judgment of what took place early on the morning of the 11th inst. The Japanese Government, continuing its policy of secrecy long after there was any advantage to be gained by concealment, has practically invited the worst construction to be placed on the disaster; and her enemies have not unnaturally taken ample advantage of the situation to spread abroad the most alarming reports. According to the only account that has yet appeared, the ship took fire about a quarter past one on the morning of the 11th. About twenty-five minutes after this the magazine blew up, and in another fifty minutes, owing to a hole having been made below the water line, the ship went down, with the result that between killed, wounded and missing there

was a loss of 599 men. Admiral Togo was not on board, having apparently been sent to Tokyo, where, owing to the dissatisfaction of the people at the unsatisfactory conclusion of peace, serious riots were taking place. Such is the tale put forward by the authorities; it is difficult to make it hold water. Certain Russian sympathisers, disgusted at the ignominious defeat of the Russians and unwilling to attribute it to its true cause, the utter want of any feeling of patriotism and the complete absence of discipline, have been seeking on every occasion to vilify the Japanese, and attribute to them the defects of the others; and, taking advantage of the mystery which the unwise silence of the Japanese Government has created, have spread about a theory of their own. According to them the Japanese crew, taking advantage of the absence of Admiral Togo, and excited by the rumours that had reached them of the dissatisfaction of the population of the Capital at what seemed to them the impotent conclusion of the war, rose in open mutiny, and some of their number gaining access to the magazine, exploded it, with the result that not only themselves and the ship, but practically the entire crew were destroyed. This act of collective suicide seems improbable; but to suit their purpose, Japan's enemies point out that all through the war, with a contempt for death singularly Japanese, the sailors and soldiers alike have shown themselves willing, when an adequate result was to be gained, to sacrifice not only their own lives, but those of their companions; and did Admiral Togo or his officers call upon the crew to sacrifice themselves at the demand of duty there is little doubt that the call would have been almost willingly responded to. Here was, however, no call of duty, but the very reverse and we may feel fairly confident that however individual members of the crew may have looked upon the peace as a disgrace to themselves personally they would never have permitted it to stand in the way of their duty to their sovereign. Had such a thing as a mutiny been agitated by a few fanatics amongst the crew the greatest majority would have stood resolutely by their officers as readily as they did in the day of battle.

But, as we have said, the story of the affair as officially told hardly holds together. The *Mikasa* was built in Barrow, and was launched only in 1902. Now the lesson taught imperatively by the Battle of the Yalu was the absolute necessity of making battleships, as far as skill could go, absolutely proof, and that this provision had been carried out her conduct all through the war amply proved. If a fire did break out in the men's quarters we may be assured there were all the necessary means for its extinction ready at hand. Next to those to prevent its spreading by any possibility to the magazine; and in addition to this, modern warships always contain a provision for immediately flooding the magazines in case of danger. The Japanese are not by nature a careless race; on the contrary one of their chief characteristics is their facility for organisation; and if one thing more than another distinguished their conduct during the campaign it was the wonderful manner in which every eventuality had been worked out from the beginning. In the first place, then, it was extremely unlikely that a fire would break out, especially at night. In the next place had it broken out, there is no likelihood that the means for its extinction were not at hand and ready for immediate service. In the third place, had the fire broken out and the means for its extinction were not immediately available we may be sure that every precaution possible had been taken in the building of the ship to prevent its communication to the magazine. The interval between the alleged breaking out of the fire and the explosion was given as only twenty-five minutes. To suppose that a fire on board, however fierce, could have communicated with the magazine is to cast such a heavy reflection not only on the builders, but on the discipline of the ship, as is utterly at variance with what we know regarding both one and the other.

But the ship blew up; and there must have been a cause. That at least is self-evident; but what was the cause? Here we are in the same difficulty as the critics. We may, however, make a suggestion, if once we are permitted to get rid of the suggested fire. Modern explosives are of so tender a nature, and the bond that holds the various components together is of so unstable a nature, that all governments who have experimented on their composition

are aware of the danger. Most modern explosives have for their base picric acid and without the most stringent precautions one and all of these combinations are apt to degenerate and enter into new. Now the Japanese owed much of the success of their artillery to the use of a new explosive to which they gave the name of shinsose. The invention was not altogether new; for a very similar mixture has been experimented on by the British War office, and rejected on account of the instability of its composition. The Japanese experts, however, claimed to have overcome these difficulties, and certainly during the war it seemed to have answered all that was required of it not only as to power, but also as regarded non-explosive to disruption. May not the explosion have had some connection with this new powder? We merely throw out the suggestion for what it is worth. The large number of casualties seems to point to the crew having been taken unawares. The complement of the *Mikasa* was a little over nine hundred all told. It is unlikely that after the destruction of the Russian fleet the full complement was on board. Peace too was in sight and it is not unlikely that many men were away on leave. If we suppose that seven hundred were on board we should probably be about the mark; of these six hundred are killed, wounded or missing. This would seem to indicate a sudden explosion when the men, except the few required for patrol duty, were in bed. It is hardly consistent with the suggestion that they were at their stations employed in putting out fire. If the Japanese are misguided meanwhile, it will be because their Government is not quite free from blame.

The British prisoners taken off the *Sado Maru*, and recently released by Russia, have reached England.

The French cruiser *Gaulois*, with Rear-Admiral de Jonquieres, arrived in port yesterday morning from Alouang Bay.

Dr. W. W. Pearce, M.O.H., will deliver a lecture at the Sanitary Institute to-night on "The Atmosphere and Ventilation."

On the Mincing-lane market a parcel of tea realised 25s. 6d. per lb. This is believed to be the highest price paid for several years.

Mr. and Mrs. E. A. Hewitt are returning on the P. & O. China, connecting at Colombo with the *Adriatic*. They were to leave London on Sept. 15th.

The Peninsular and Oriental Steamship Company (London) have placed an order with Messrs. Calvert and Co., of Greenock, for two large steamers, each of 7,000 tons.

The will of the late Mr. James McNeil Dick of Newtonburn, Inverell, Argylshire, and of Calverley Park-gardens, Tunbridge Wells, late of Messrs. Farham and Co., engineers and shipbuilders, of Dumbarion and Shanghai, has been proved at £25,846.

Page 5 contains yesterday's police news, an article on Sir Henry Blake, a new reference to the Chinese Currency Question, a London comment on Hongkong's creditable achievement of securing the first statue of Queen Alexandra; and a deeply interesting interview with Admiral Togo. Our Canton letter, and much other matter, is unavoidably held over a day.

The retirement of Sir Charles Warren has brought promotion to full General rank of Lieutenant-General Sir Thomas Kelley-Kenny, who has spent 47 out of his 63 years in the Army. In the China war of 1860 he won fame at the battle of Sinko and the capture of Tang-ku and the Taku Forts.

While strolling along the Praya near the Canton steamers' wharf on Wednesday night, a Chinaman mistook his course and walked into the harbour. Fortunately, Constable Sperry saw the mishap, and seizing a handy rope threw it to the native, who got hold of it and was safely landed.

The French Government had just (August 16) chartered the steamers *Sinai* and *Caochang*; of the Messageries Maritimes for the transport of troops to Tongking. The *Sinai* was to sail on August 31 and the *Caochang* on September 5; taking out 160 officers and non-commissioned officers, 1,000 soldiers of various branches and 20,000 tons of provisions and war material.

The alcohol drink used in the province of Che-kiang, in China, is made from fermented rice. Fermentation is induced by the addition of cakes made of wheat-meal. An examination of these cakes by K. Saito shows that the particles of wheat are penetrated through and through by the mycelia of various fungi. Some seven or more different species were found. These fungi grow on the moistened rice, fermentation follows, and a yellow liquid with an agreeable colour is produced.

Thomas Craven, tea merchant, London, was examined in bankruptcy at Edinburgh on 22nd inst. He stated that he began business 20 years ago with £3,000 capital. He did well, and in two years thought he was worth £20,000. He went into the tea and China produce trade at Shanghai. He lost £10,000 over a paper pulp machine he started at Inverkeithing. He also lost money in tea, laundry, and mining transactions. In 1903 his total transactions amounted to about £50,000. He made some profits, but these were swallowed up by losses during the same period. The examination was closed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE STATE OF RUSSIA.

LONDON, 21st September.

It is expected that all the Russian forces will be mobilised and that martial law will be proclaimed all over the country.

A GERMAN REVERSE.

LONDON, 21st September.

Withoi's men have annihilated a German convoy and effected large captures of stores.

DEVASTATED ITALY.

LONDON, 21st September.

Further great damage has been done in the earthquake region of Italy by thunderstorms.

ROTHSCHILD BEQUESTS.

LONDON, 21st September.

The late Baron Nathan Mayer Rothschild has left £1,125,000 to charities in Vienna.

REUTER'S SERVICE.

A SECOND HAGUE CONFERENCE.

LONDON, 10th September.

The Tsar proposes to invite the Powers to a second Hague conference, President Roosevelt, in deference to the Tsar, agreeing that the initiative had better be taken by the originator of the first conference.

M. KOMURA.

LONDON, 10th September.

M. Komura is convalescent.

THE RIOTS AT BAKU.

LONDON, 19th September.

Murders, pillage and incendiarism continue at Baku; eleven derricks on the Viceroy's oil-field, hitherto efficiently protected, were burned yesterday. The insurgents are obstructing the attacking trains in the Tiflis district.

GERMANY AND MOROCCO.

LONDON, 10th September.

The negotiations concerning the Morocco conference are beginning to excite uneasiness. It is stated that the pretensions of Germany are growing, and even include a claim to the port of Mogador.

THE RUSSIAN REFORMS.

LONDON, 10th September.

The bulk of the population of Russia is indifferent to the approaching parliamentary elections, and only a small percentage are taking up the franchise, being dissatisfied with the iniquitous representation of the cities.

Clyde shipbuilders on the Admiralty List have been notified that the British Government will shortly call for tenders for some first-class cruisers of exceptional dimensions. Meanwhile builders have been asked to forward details of their shipyard accommodation. The cruisers are to be ready for commission in two and a half years. The builders will supply the whole work to completion as soon as possible by every means in our power. I hope that the £75,000 spent on flushing tanks for the drains will enable us to do away with the present disgusting system of cleaning the sewers by hauling chains through them. While on this subject I would protest against the way in which the Praya and other places are being disfigured by unsightly wharfs, which should be built underground, and not immediately below people's offices and verandahs where they are a nuisance and an offence. The comparative figures for 1881 and 1903 are interesting, but although we spend a great deal more now I do not know that Hongkong to-day is as pleasant a place as it was then when we did not have the Sanitary Board running away with 11.15 per cent. of one person. Not does it seem to me to be creditable that with a far greater population our expenditure on education should, as you say, have dropped from 3.45 per cent. to 2.73 per cent. It is quite right to economise and cut down expenses, but it should not be done at the cost of education. I am sorry to see that the Government has done nothing to stop the influx of coins from the mainland. It is little short of a disgrace that the people of a British Colony should have to use a debased foreign coin which the Banks refuse to accept, and which even the rich coolies will only take at a large discount. There is another matter which the Government if it wishes to assist the trade of this Colony might look into, and that is, the registration of Chinese partnerships. The present want of system plays into the hands of bank sharks and others who try to make money by guaranteeing obscure or unknown Chinese banks and firms, but much misery and loss would have been prevented this year if merchants and traders had been able to know better whom they were dealing with.

At 11.40 a.m. the barometer has risen over Formosa and in Hongkong, and is inclined to fall in the North and over the Philippines. The typhoon has probably reached the Gulf of Tongking. Pressure remains high over the continent. The monsoon is abating in the Formosa Channel. Strong E. and N.E. winds may be expected over the N.E. part of the China Sea, and rough but improving weather over the N.W. part. Forecast:—E. and N.E. winds, moderating; equally, showery.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held at the Council Chamber yesterday afternoon. There were present:—

HIS EXCELLENCY THE GOVERNOR, MAJOR SIR MATTHEW NATHAN, K.C.M.G.

HON. COLONEL C. H. DARLING, R.E. (General Officer Commanding the Troops).

MR. T. STARCOMBE SMITH (Colonial Secretary).

HON. SIR H. S. BERKELEY, K.C. (Attorney-General).

HON. MR. L. A. M. JOHNSTON (Colonial Treasurer).

HON. MR. E. A. IRVING (Registrar-General).

HON. MR. SAMUEL H. TAYLOR, R.N. (Harbour Master).

HON. MR. W. CHATHAM (Director of Public Works).

HON. R. SHEWAN.

HON. SIR C. P. CHATER, C.M.G.

HON. DR. HO KAI M.B., C.M. C.M.G.

HON. MR. GRESHAM STEWART.

HON. MR. WEI YUK.

HON. MR. W. C. DICKSON.

MR. A. G. M. FLETCHER (Clock of Councils).

MINUTES.

The minutes of the previous meeting were read and confirmed.

REPORTS.

THE COLONIAL SECRETARY—I move that the Financial minutes, No. 35 and 39, be referred to the Finance Committee.

THE COLONIAL TREASURER—I second it.

The motion was agreed to.

house burnt down and all his treasures consumed before his eyes, helpless for want of water, when every house in the town was enjoying a constant and unlimited supply. I think it may fairly be claimed that the attitude of the Executive towards the water supply has been justly open to criticism during the last 17 years. When Tyam was finished they seemed to think that finality had been arrived at and that they could fold their hands and sit down for good and all. The supply into all houses in the town soon dictated this idea, and it is therefore with great regret that one sees any relaxation towards the desired end of a large and constant water supply. With a clean plague shot, a happy state shared also in the city of Canton which has no Sanitary Board, the amount of \$491,645 put down for sanitary expenses seems enormous. Were it not for a reduction of \$10,000 for disinfectants the total amount of this vote would exceed \$500,000 in 1906. It can protest so loudly the bogey of the colonel's rain and plague tearing rampant through the streets, is shaken before our eyes. It is not an item therefore that non-expert people care to take a strong stand against. At the same time we may be pardoned for drawing your Excellency's particular attention to this great outlay of public funds, and we appeal to you with your acknowledged grasp of detail and capacity for organisation to satisfy yourself that we got value for our money. It is difficult for anyone to feel assured that over 500 men can be fully employed in sanitary work at the present time. I demanding of \$25,000 in the anticipated revenue from selling trees is very welcome to all of us who love our woodland scenery. While on the subject of trees I venture to congratulate the Government on their scheme for planting the hills on the north side of the harbour, and I hope to see the red topped hills of Kowloon included in the programme and perhaps wreathed with laurels. As the increase in trees means that so much less earth is washed by rainstorms into the harbour and on the principle that prevention is always better than cure, the more woods you have the less work you will have to do when it comes to dredging the harbour. The approaches to the town from the harbour are still in a poor condition and I see no provision for their improvement in the present budget. The dilapidated masts which, at times, ornament the three chief piers are not worthy approaches to a port which claims to be the third in the world. A spark from the funnel of a steam launch was sufficient to remove the Ferry moored in a few moments, a month or two ago, and the gale we had on August 30, although the wind was sufficient to demolish the shed covering at Queen's Wharf. Luckily the shed at Blake Pier has stood although in a somewhat dilapidated state, and it would take but little to dissipate that venerable relic. When it is remembered how the sun goes down and the rains also just and unjust alike I feel it is not asking too much that the elaborate plans for a proper approach to Blake Pier be extracted from their official pigeon-holes and the work proceeded with forthwith. If your Excellency would further take the Clock Tower by the hand and lead it down towards the water front, and endow it with a large clean new face so that it could pass the time of day to every ship in the harbour, a busy street would be relieved of a long standing congestion and a considerable improvement would be effected. I note with gratification that the requirements for improved typhoon shelter have your support and sympathy; may good wishes soon be translated into action and it will be a joyful day to folks when they see the foundation stone of a new breakwater take its first plunge into the waters of this storm-swept harbour (applause from Dr. Ho Kai). One of the main items of expenditure is on page 55, the Ecclesiastical Vote \$3,800. With regard to this, I respect the opinion of those who think there should be no state aid to religion, although I do not hold that opinion myself. Under limitations I think it advisable and at times even necessary. That the item appears at all in these estimates shows that the principle is accepted and, that being the case it seems to me that we do not err on the side of generosity. Much work is done in visiting gouts and hospitals and caring for the destitute and miserable by ministers of all denominations and the reward for these services appears to me entirely inadequate. With a revenue of \$7,000,000, and the principle of state aid to religion admitted, the colony squanders its conscience cheaply by devoting about one sovereign per diem to services of this nature. This subject naturally makes one think of destitutes and of the increase in that field of charity which your Excellency desires us for our own moral advancement to solve by individual as opposed to public effort. I quite recognise the extreme inadvisability of making things too easy for the unfortunate (who in many instances are the lazy and self-indulgent). At the same time it is bad policy to press a willing horse far, and the charitable would appreciate stronger efforts on the part of the Executive to protect them from the ever increasing invasion from outside of the destitute and penurious European. Cases in plenty arise of ill-health and bad-luck amongst our own residents and without being niggardly it is manifestly our first duty to take care of those of our own household. For the earnest activity with which your Excellency has endeavoured to promote the Kowloon-Canton Railway the whole colony is grateful and we await with anxiety the result of the present negotiations at Peking upon the matter. Whatever the delay may be about these negotiations, I hope that your Excellency will pursue the policy of constructing that portion of the line lying within our own borders, for to set it running will have a fine moral effect upon public opinion in South China and I am sanguine enough to believe that in many ways it would repay the outlay. (Applause). As far as my observation has served me the new territory has up to now grown little beyond what the inhabitants require for themselves. Give them a quick and ready access to the markets of Hongkong and I hope that our New Territory, with an indications and increasing population, rendered possible by augmented facilities for transport and communication, will spring into new life. Under the influence of the skilful husbandman, active because of a good market at hand for his produce, then will many of our barren hills rejoice and bring forth fruit, and many places now lying waste will once again bloom and blossom like the rose. Succeeding generations will share with us the benefit of anything done now; let me therefore, if need be borrow to ensure the speedy accomplishment of manifestly useful works. To pay for everything out of income is a policy of caution which at times may wisely be departed from. With an ample revenue and a clean bill of health, with an energetic Governor who is also an engineer, with a zealous officer at the head of the P.W.D., backed up I hope and believe, by a keen and efficient staff, with labour as ever abundant, with the public purse able and willing to pay for any assistance his department may require, the present seems a golden opportunity for us to do great things. Let us set to it that we avail to the full of the auspicious fortune which the fates have given us. With the reservations I have referred to I have pleasure in supporting the second reading of this Bill (applause).

HIS EXCELLENCE—Before referring to the details of the two speeches to which we have just listened, I should like to thank the honourable member who has just spoken for his clear exposition of what he considers to be the views of the colony in the matter of public works, the Canton and Kowloon Railway and the development of the new territories. No exception having been taken to that view by other members of the Council, I take it as representing the opinion of the community and as such it will be most valuable to me in supporting various schemes that we have in hand and in contemplation. (Applause) Going now into the details of the two speeches we have just heard delivered I would refer first to those points in the speech of the representative of the Chamber of Commerce and the Hon. Mr. Goshorn Stewart. I am not prepared at the present moment to give a full explanation of the proposal to transfer to the Government the Widows and Orphans Pension Fund, the principle of which proposal was accepted by Government in Council and by the Directors of the Fund several years ago. Now at the present time can I furnish the Council with the reasons which led them to pass existing and previous Ordinances which embodied many of the principles which will be included in the new Widows and Orphans Pension Fund Ordinance. Before effect can be given to the financial arrangements embodied in the estimates the Widows and Orphans Pension Fund Bill, which has already been introduced, must be passed by this Council. ample opportunity will be given to the Council to consider and discuss the Bill. In the meantime as it is desired that the transfer of the Fund and that the issue of the large pensions which this transfer will give to the widows and orphans of past contributors should take effect from the beginning of next year, it has been necessary to take into consideration in the estimates the financial effect of the transfer, and I trust you will see fit to leave further discussion on the matter until the Bill is before you. It was my intention that the Bill should contain the desire to have the old monument removed I should take steps to have it done. The hon. member representing the Chamber of Commerce referred to the animals on the Praya. I went into the question some months ago with the Director of Public Works. I should like to have them placed underground, as they are in London, but we came to the conclusion that they could not be sufficiently drained if they were sunk.

Hon. Mr. SHEWAN—Could they not be placed in better positions?

HIS EXCELLENCE—They are where the majority of people are who use them. There is little doubt about this question that wherever they are placed someone is certain to object to the smells that arise from them. The Hon. Member representing the Chamber of Commerce referred to the small vote for education. It is certainly not a large vote. As I mentioned when addressing the Council a fortnight ago education is one of the most difficult subjects with which we have to deal in this Colony. Even if we had to spend a much larger sum it is difficult to say how it should be spent. I am considering the subject and possibly may arrive at a solution. It has to be borne in mind we are not educating our own people, but we are educating a fluctuating population mostly subjects of China. With regard to the prevention of Chinese coinage coming into the colony, it will be interesting to have a definite statement from the Chamber which the Hon. Member represents in the matter. Also it will be interesting to the Government to have a definite statement from the Chamber of Commerce on the matter of the registration of Chinese partnerships. The Hon. Mr. Goshorn Stewart has correctly interpreted my views on the charity question so that it is unnecessary for me to deal with the matter further. As to stopping the evasion of despatch Europeans, a Bill was passed during our last session which it is hoped will tend to have the desired effect. No proposal was made at the time of the passage of the Bill to make it more drastic than it is. I see there is one point he referred to the D.P.W. I have not dealt with that of a definite scheme of roads and boulevards in the New Territory and Kowloon. I may say that such a definite scheme as he referred to exists.

Hon. Mr. SHEWAN—Can it be published?

HIS EXCELLENCE—It may be possible, but it is not desirable to publish it. If the Hon. Member will favour me with a visit to my office I will show it to him.

Hon. Mr. SHEWAN—I think I saw one, sir. One road was on it.

HIS EXCELLENCE—I think that is not the case. The Hon. Member representing the Chamber of Commerce referred to the difficulty in the matter of the price charged by the Government for land.

Hon. Mr. SHEWAN—For new industries.

HIS EXCELLENCE—For new industries. The general principle with regard to the price the Government charged for land was the market value. If the Government did not sell the land for what it would bring the profit will not go to the general community, but to the individual who purchased it at less, and who sold it at market value. I think these are all the points brought out by the Hon. Members to which it is necessary for me to reply.

Hon. Mr. SHEWAN—May I be allowed to make one explanation. The instance of stimulating industry to which I referred did not occur under the rule of my hon. friend opposite, Mr. Chadwick.

Hon. Mr. SHEWAN—On the question being put, one "No" was heard and His Excellency declared that the "aye" had it.

The COLONIAL SECRETARY—The Bill having been read a second time, I move that it be referred to the Finance Committee.

The COLONIAL TREASURER—I second it. The motion was agreed to.

NOW TERRITORIES LAND ORDINANCE

HIS EXCELLENCE—I beg leave to move that the Bill entitled An Ordinance to amend the New Territories Land Ordinance 1905, be read a second time. The reasons which lead to the introduction of this Bill are fully set out in the memorandum attached to the Bill, copies of which have been in the hands of Hon. Members for some time. As clearly stated in that memorandum, there are a large number of errors in the schedule attached to the leases of land in the New Territory which it is essential to correct. These errors have arisen from the illiteracy of the Crown lessees who are in large part, but not altogether, peasants. These errors are due in great part to the habit among these people of giving as the name of the lessee the name of some remote ancestor, so that the real name of the living man frequently does not appear on the schedule as it ought to be. Also there has been an omission from the schedule of subsidiary dealings, which have not been recorded by the Land Court owing to lack of information. The object of the Bill is to enable such corrections and additions to be made to the Crown schedules as may be necessary. I move that the Bill be read a second time.

The COLONIAL TREASURER—I second that the motion was agreed to, and the Council went into committee to consider the Bill in detail.

On the Council resuming.

HIS EXCELLENCE—I have to report that that Bill passed through committee with one amendment.

MERCHANT SHIPPING ORDINANCE

HIS ATTORNEY GENERAL—I propose that the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes be read a third time.

The COLONIAL SECRETARY—I second that the motion was agreed to.

HIS EXCELLENCE—I move that the Bill entitled An Ordinance further to amend the

Merchant Shipping Ordinance, 1899, and for other purposes do pass and become law.

There was no dissent to the proposition which was declared carried.

PROTECTION OF WOMEN.

The ATTORNEY GENERAL—I move that the Bill entitled An Ordinance further to amend the Protection of Women and Girls Ordinance, 1897, be now read a third time.

THE COLONIAL SECRETARY

seconded.

SUMMARY OFFENCES.

The ATTORNEY GENERAL—I move that the Bill entitled An Ordinance to amend the Summary Offences Ordinance, 1895, be read a third time.

THE COLONIAL SECRETARY

seconded.

MAINTENANCE OF MARRIED WOMEN.

The ATTORNEY GENERAL—I move that the Council resolve itself into Committee to consider the Bill entitled An Ordinance relating to the Summary Jurisdiction of Magistrates in reference to married women.

THE COLONIAL SECRETARY

seconded.

ENTRIES FREE.

THE "LONG HING"

PHOTO COMPETITION FOR AMATEURS

\$220.00 IN PRIZES.

CALL OR WRITE FOR PARTICULARS.

LONG, HING & CO.

17 QUEEN'S ROAD, CENTRAL, HONGKONG.

39

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

NEW AUTUMN GOODS.

HATS, TRIMMED & UN-TRIMMED OF THE LATEST FASHION, and Made to Order at London Retail Price.

AMERICAN AND FRENCH SHOES, FROM \$5 PER PAIR.

READY-MADE COSTUMES.

A VERY FINE SELECTION OF CORSETS.

FANCY RUCHINGS & TRIMMINGS.

TAFETAS & BROCADE SILKS LACES, CASHMERE & SERGES.

DRESSES MADE ON THE SHORTEST NOTICE.

ONLY FIRST CLASS GOODS ARE STOCKED.

OUR PRICES ARE THE LOWEST IN THE COLONY.

M. GAINS,

MANAGERESS.

[1886]

Hongkong, 11th September, 1905.

Henderson, M. A. Figueiredo and M. A. Razack, while H. C. Sawyer, P. M. Remedios, J. M. Pereira, H. S. Holmes, J. W. Bainbridge, M. A. Souza and J. Ellis composed J. Witchell's team.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS.

PIANOLAS.

MUSIC AND MUSICAL

INSTRUMENTS

OF ALL KINDS

PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound and reliable, and are

GUARANTEED FOR THE CLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

UPRIGHT PIANOS

Maker.

SALE FORMER

PRICE.

LUNAU	\$150	\$475
CABIN PIANO	180	250
HOPKINSON	290	480
PLEYEL	295	525
OWN MAKE (R.P. Co.)	300	450
SCHIEDMAYER	320	500
KIRKMAN	325	480
STUART	335	450
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OWN MAKE (OVER STRUNG) 385 500

BROADWOOD 400 600

SPLAETHE 400 500

COLLARD 500 700

HAAKE 525 600

RACHALS 575 750

KRAUSS 585 650

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WINCKLEMANN 675 750

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GRAND (Small & Large) PIANOS.

COLLARD \$300 formerly \$350

BROADWOOD 390 700

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Hongkong, 4th September, 1905. [2655]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULITZ'S, AMBERITE

AND KYNOCK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE

and NEWCASTLE CHILLED SHOT in

all Sizes Nos. 10 to SSSG. AIR GUNS and

AMMUNITION in Variety.

W.M. SCHMIDT & CO.

Hongkong 28th November, 1902.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

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AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897.

NOTICE.

THE COMMERCIAL UNION AS SURANCE COMPANY LIMITED, is a Purely British Insurance Company, Head Office: London. Established in London in 1861.

W. H. TRENCHARD DAVIDS, Branch Manager & Underwriter, Hongkong, 31st August, 1905.

[2032]

NORTHLBISHOP AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1904.
£17,161,299.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL..... 637,500 0 0
II. FIRE FUNDS..... 3,001,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO., Agents.
Hongkong, 30th June, 1905.

[1567]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THIS Undersigned having been appointed Agents for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904.

[13]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

[1568]

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street, (1st Street, West of Central Market.)

[1569]

PHOTOGRAPHER.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

[1570]

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

[1571]

STOREKEEPERS.

BISMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

[1572]

KWONG SANG & CO., Salpemanders, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants 57 & 59, Connaught Road, New Praya Central.

[1573]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.L.A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

[1574]

DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide 344 "

[1575]

DOCK No. 1.

Extreme Length... 592 feet
Length on Blocks... 512 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 264 "

[1576]

DOCK No. 2.

Extreme Length... 371 feet
Length on Blocks... 34 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

[1577]

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. especially built for SALVAGE PURPOSES equipped with necessary gear, always ready

Si et Notice.

[1578]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Press Codes: A.R.C., 6th Ed. Teleg. Office Address: PRESS, Codes: A.R.C., 6th Ed. Lieut's.

P.O. Box, 33, Telephone No. 12

NEW ADVERTISEMENTS

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held in the Cricket Pavilion on FRIDAY, the 29th inst. at 5 P.M.

T. C. GRAY,

Hon. Secretary, Hongkong, 22nd September, 1905.

[2179]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall at 5.30 p.m. on FRIDAY, the 29th inst.

Will members who have not received a copy of the Annual Report and Statement of Accounts for the year ending 31st August last, kindly apply to the undersigned?

W. ARMSTRONG,

Acting Hon. Secretary

(Care of Butterfield & Swaine), Hongkong, 22nd September, 1905.

[2180]

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Voeux Road, Hongkong.

JOHN HUMPHREYS & SON,

Liquidators.

Hongkong, 22nd September, 1905.

[2181]

HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION (CHINESE DEPARTMENT), 26, DES VOEUX ROAD, CENTRAL.

THE NIGHT SCHOOL of the above will open for its 4th session on MONDAY, OCTOBER 2nd. BOOKKEEPING, COMMERCIAL CORRESPONDENCE, SHORT-HAND, TYPEWRITING, BEGINNERS' ENGLISH, INTERMEDIATE ENGLISH, ADVANCED ENGLISH, MANDARIN, MUSIC, THE CHINESE WRITTEN CHARACTER, and ANY OTHER SUBJECTS for which there is an enrolment of ten students, will be thoroughly taught by EXPERIENCED FOREIGN and CHINESE TEACHERS. A GOOD OPPORTUNITY to improve yourself in your leisure hours. Fees moderate. Room bright and comfortable. For full information send for our Educational Prospectus or call at the office of the Secretary. Hongkong, 22nd September, 1905.

HONGKONG CLUB.

NOTICE.

THE EIGHTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB, \$100 each, was held in the Hongkong Club House, on THURSDAY, the 21st instant, when the following DEBENTURES were Drawn for redemption:

19 302 767 1202 1638

52 305 781 1255 1851

56 317 804 1267 1619

73 319 851 1333 1772

89 323 852 1363 1788

139 363 871 1399 1833

160 391 878 1410 1834

187 427 942 1415 1856

190 496 975 1429 1887

237 607 1068 1443 1884

239 645 1097 1446 1806

239 658 1134 1555 1982

301 745 1173 1574 1921

and will be payable at the Hongkong and Shanghai Banking Corporation on the 3rd day of September, 1905, in exchange for surcharge of same.

(By order)

C. H. GRACE,

Secretary.

Hongkong, 22nd September, 1905.

[2182]

PUBLIC AUCTION.

MR. GEORGE F. LAMMERT has received instructions to sell by Public Auction on MONDAY,

the 9th October, 1905, at 3 P.M.

at his SALES ROOMS, Duddell Street, the following:

VALUABLE LEASEHOLD PROPERTY situated at Victoria, in the Colony of Hongkong, namely:

All that piece or parcel of ground situated at Victoria aforesaid, registered in the Land Office as Section A of Inland Lot 1,435. Area 1,967 square feet or thereabouts, term 999 years; Annual Crown Rent \$7,300, together with the message thereon known as No. 40, Caine Road, Victoria, aforesaid.

For further particulars and conditions of sale apply to JOHNSON, STOKES & MASTER, Solicitors for the Mortgagors, or to GEO. P. LAMMERT, Auctioneer.

Hongkong, 22nd September, 1905.

[2184]

INDO-CHINA STREAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "NAMSANG," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 23rd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st September, 1905.

[18]

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-

From London, &c., ex s.s. Britannia.

From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4.30 P.M. TO DAY.

Goods not cleared by the 23rd Inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Goods for examination by the Consignee's and the Company's representatives or an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have been delivered to the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 21st September, 1905.

[2185]

STEAMSHIP "CALEDONIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNNEES of Cargo from London ex s.s. Medea, from Bordeaux ex s.s. Cembris, in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Goods of the Hongkong and Kowloon

ABBEY'S EFFERVESCENT SALT
is a Saline Aperient—the best made. It is used in preference to Citrate of Magnesia, Seidlitz Powders, Epsom Salts, the Carbado Compounds, or Mineral Waters. Physicians prescribe it and pronounce it an absolutely perfect preparation. Its use is endorsed by Medical Journals.

Abbey's Salt regulates the action of the Stomach, Liver, Bowels, and the system generally, and makes one healthy—and it does this gently, with the aid of Nature's most pleasant products, and as Nature intended it should be done. There are no gripping pains, nor any re-actionary or bad after effects from its use.

Abbey's Salt is a pleasant cooling, invigorating effervescent tonic, as well as an aperient. It is also an antacid. It aids digestion, promotes excretion, purifies the blood and clears the complexion. It prevents disease, and it banishes diseases already developed by restoring the normal functions of the body.

Abbey's Salt makes a Delicious, Refreshing, and Invigorating draught at any time, tasting not unlike Soda Lemonade, and is particularly enjoyable as a healthful beverage in hot climates.

Sold in two sizes by all Chemists, or Stores, and by WATKINS, Limited, and A. S. WATKINS, Limited, Hongkong.

The ABBEY FRUIT SALINE Company, Limited, 114 Queen Victoria Street, London, E.C., England. [123-5]

UNIFORM NATIONAL COINAGE FOR CHINA.

Some correspondence between the Liverpool Chamber of Commerce, the Foreign Office, and the China Association on the above-named subject, is published. The Liverpool Chamber, on July 11, writing to the Foreign Office, unanimously disapproves of the plan proposed by Vice-Admiral Chang in dealing with the question of a uniform national currency for China.

They are of opinion that the Chinese Government should be boundified in their undertaking by the Treaty of 1902 to establish an uniform coinage in China, and if they be not prepared to adopt the Gold Standard for China, and to establish one Central Mint, they should at least enact that the Chinese Provincial Mints should coin and issue dollars identical in value, so that they would all bear the signature to the Kai-kwan Tael in which duties are now paid. The ratio should be officially communicated to the Government of this country and other Treaty Powers concerned, and instructions should be issued to all Chinese Custom Houses to accept the dollars at the ratio proclaimed.

An extract from a letter from Mr. James Harvie, head of the firm of Messrs. Havie Brothers and Co., of Liverpool and Shanghai, confirms "the confusion at present existing."

The Foreign Office, in reply, said "the matter is under consideration in consultation with the Lords Commissioners of the Treasury."

Copy of the Liverpool Chamber's letter was sent to the China Association and Mr. Welsh, the hon. secretary, in acknowledging it, said:

"The Foreign Office has sent me a copy of a despatch from Sir F. Satow, reporting a conversation with the Chinese Minister of Finance, who is represented to have said that the policy of the Chinese Board of Revenue is to begin by reforming the copper currency, and afterwards to introduce a Board of Revenue dollar, and to regulate the promissory coinage of silver dollars by the provincial mints. The new dollars would be the equivalent of 100 ten-cash pieces (at present the Mexican dollar passes for \$3 or \$4 ten-cash pieces). After a uniform system of silver currency is established the Board would turn their attention to the adoption of the gold standard. The complete realisation of this scheme is expected to take from five to ten years."

With regard to reform of the copper currency, enormous numbers of ten-cash pieces are being issued from about twenty different provincial mints. These mints are buying the discs from which the coins are made, in various countries. I am credibly informed by one of the shippers that the discs from this country vary from 5 per cent. to 20 per cent. of alloy. No uniformity of currency is possible under such a system, and the intention of making a new dollar equivalent to 100 ten-cash pieces will have to be abandoned, unless the irregularity in the copper coinage is first corrected. The establishment of an uniform silver currency in such a vast empire as China would probably take nearer twenty-five than the five to ten years estimated as sufficient by the Chinese Minister of Finance."

FOREIGN SHIPS IN BRITISH PORTS.

BRITISH RULES TO BE APPLIED.

The Select Committee appointed to inquire into and report to what extent the statutory requirements applying to British ships trading to and from ports in the United Kingdom should be made applicable to foreign vessels trading to and from such ports, have just issued a report.

They state that the statutory requirements to which special attention has been drawn are those for preventing over loading and unsoundness, those relating to passenger and emigrant ships, the provisions as to the proper stowage of grain cargoes, and the like as to life-saving appliances. The subjects of the limitation of the liability of shipowners and of injuries sustained by workmen on foreign ships were also brought before the Committee.

In order to prevent overloading, British ships are required to be marked with a load line, and the owner or master is liable to a penalty if the ship is at any time so loaded as to submerge this mark in salt water. The ship may, in addition, be detained if overloaded on a voyage outwards from the United Kingdom. Foreign ships which have taken any cargo on board at a port in the United Kingdom, and are over-loaded, may be detained, but there is no other penalty provided. There is no requirement as to marking, and no restriction as to the loading on inward voyages.

The Committee recommend that power be given to the Government to apply by Order in Council in the ports of the United Kingdom the British rules as to load line to the merchant ships of any country, unless they comply with rules as to loading which are substantially equivalent to those in force in this country.

"We do not think," adds the Committee, "that foreign vessels trading to British ports ought to be allowed to go to sea from our ports if they are so unsafe as to endanger life, and we recommend that the provisions of the Merchant Shipping Act, 1894, on this point should in future be applied to foreign as well as British ships."

The Committee recommend that foreign vessels which bring cargoes of grain to the United Kingdom should be required to adopt reasonable precautions, and should, so far as is practicable, be subjected to the provisions of the Merchant Shipping Act which regulate the loading of grain on British ships. They also recommend that the Government should be empowered to apply by Order in Council the rules as to the provision of life-saving appliances to the ships of any country trading with British ports which do not substantially comply with our requirements.—Graphic.

POLICE COURT.

Thursday, 21st September.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

LARCENY.

The Ku was charged with stealing three pieces of clothing and one pair of shoes, the property of one of the crew of the s.s. *Sun Cheung*.

He was found guilty and sentenced to three weeks' imprisonment with hard labour, and six hours' stocks.

EXILES RETURN FROM EXILE.

Kwek Kee was charged with returning from banishment.

Defendant said he returned for a few pieces of worn clothing, as the weather was about to change.

He was sentenced to 12 months' imprisonment with hard labour and six hours' exposure in the stocks.

A SIMILAR CHARGE WAS PREFERRED AGAINST TAN WING AND TAM'S EXCUSE FOR HIS ILLEGAL RETURN.

A like sentence was imposed.

To Fong was arraigned on a similar charge.

In defence he said he was passing through to abroad.

His Worship also sentenced him to twelve months' hard labour and six hours' stocks.

ALLEGED IMPERSONATION.

Kwek Yau, excise officer, was charged with impersonating a police constable at Hunghom on the 20th instant.

Wong Sam, the mistress of a brother at which defendant called, stated that he asked her to lend him \$5. She asked who he was, and he replied that he was a detective. She was dubious of this, and called a constable who, after questioning, arrested the defendant.

After hearing further witness his Worship held that the evidence was not strong enough to convict, and discharged the defendant.

INSULTING BEHAVIOUR.

Two natives, a carpenter from Shanghai and a cook, were charged with behaving in an insulting manner before His Worship while acting in his magisterial capacity. The defendants, while listening to a case, lit up cigarettes and began to smoke.

The Shanghai man admitted the charge, but stated that he was unacquainted with the laws of the Colony, while the cook had nothing to say in defense.

Each defendant was fined \$5, in default fourteen days' imprisonment.

PERJURY.

Ping Kwan was indicted on the charge of unlawfully, wilfully, falsely, and corruptly making a false declaration in the Probate jurisdiction of the Supreme Court in the goods of Li Tai Hing, deceased, contrary to section 46 of the Evidence Ordinance 1889, on the 10th July.

Mr. F. B. L. Bowley, Crown Solicitor, who appeared for the prosecution stated that the defendant stood charged with making a false declaration in proof of the attestation of an invalid will. The executrix named in the will was charged with uttering the will, knowing the same to be a forgery, at the last Criminal Sessions, and plead guilty. This man, knowing the will was a forgery, wilfully and corruptly declared it was a true will, and that he implied had inspired the spirit of bravery and the spirit of efficiency.

Evidence was adduced and the case adjourned.

BEFORE MR. G. N. OEME (SECOND POLICE MAGISTRATE).

HAWKING WITHOUT LICENCES.

Ten hawkers were charged, at the instance of Agent Axis, with hawking without licences at Shaukiwan on Wednesday.

The Sergeant informed His Worship that a number of junks had put into Shaukiwan for shelter, and the defendants were offering their wares for sale to the crews of these vessels.

Fines ranging from \$3 to \$5 were inflicted.

NEIGHBOURS QUARREL.

Mr. and Miss Comar, of the Majestic Hotel Des Vieux Road, summoned Tam Yui Yu, a neighbour, for using abusive language. The defendant took out a cross-summons against Mr. Comar for assault.

Mr. P. W. Goldring (of Messrs. Bruton, Hott and Goldring) appeared for the defendant.

Without hearing the evidence His Worship bound all the parties over to be of good behaviour for twelve months.

COMPULSORY INSURANCE."

THE FIRST COMPENSATION LEVY ON PUBLICANS.

The most unpleasant, and, to the majority of publicans, the most unpopular portion of the Licensing Act of last year, will shortly come into operation, says the *Daily Mail*.

Demand is just about to be made by the Commissioners of Inland Revenue on all license-holders for the first annual contribution under the Act, known to trade as "compulsory insurance money." The funds so collected will be used by the Quarter Sessions to compensate owners of extinguished licences.

October 10th is the date when this first contribution "by the trade to the trade" will be exacted, unless the Quarter Sessions decide that the contribution is unnecessary so far as that particular locality is concerned.

The money will be levied as part of the excise license, the amount of the tax to be based on the annual value of the premises. Those valued at under £1 per annum, such as a small beer-house, will pay the minimum of £1, while large licensed premises, such as the Savoy Hotel or the Carlton, valued at £200 or over, will pay the maximum of £100.

Small as these amounts appear comparatively, it is complained that in the present stagnant state of the Duke of Connaught was presented to the colony by Sir Paul Chater, Kt., C.M.G., senior member of the Legislative Council, and it was intimated that Sir Paul Chater intended to present a statue of the King, and that Mr. J. J. Bell-Irving, the resident partner of Messrs. Jardine, Matheson, & Co., was to

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At the celebration of the coronation a bronze statue of the Duke of Connaught was presented to the colony by Sir Paul Chater, Kt., C.M.G., senior member of the Legislative Council, and it was intimated that Sir Paul Chater intended to present a statue of the King, and that Mr. J. J. Bell-Irving, the resident partner of Messrs. Jardine, Matheson, & Co., was to

be the chief benefactor.

In April next when the various Quarter Sessions will be aware of the amount of money at their disposal, they will hold their preliminary meetings as compensation authorities to consider which licenses shall be extinguished.

A LITIGIOUS JUDGE.

Peoria (Ill.), August 6.

A demurrage claim amounting to 5 cents, brought by the Santa Fe Railroad Company against Judge W. R. Curran of Peoria, Ill., promises to go through the Supreme Court before it is settled.

A few weeks ago the judge had his office improved and, among other things, ordered a new door for his safe. When the door came he was not apprised to the fact until 3 cents demurrage charges had accumulated. The agent of the company attempted to collect the sum, but the judge refused, and gained possession of the door by roguery.

The Santa Fe came back at him with a suit for 5 cents demurrage. Judge Curran says that he will fight the case through the Supreme Court before he will pay the charge, which he claims, is not justified and is unwarranted.

ADMIRAL TOGO ON THE GREAT VICTORY.

A correspondent of the *Daily Telegraph* at Moji writes, under date Aug. 20.—After undertaking a long journey I have at last been able to have a short talk with Admiral Togo. He is looking the picture of good health, the careworn expression which I had when leaving Tokyo has completely vanished, and he is now robust and strong, and if anything younger in appearance. Admiral Togo was as modest as ever, and received me with a gentle, half-sly greeting that made me wonder at the great humility of Japan's Admiral. Wherever he goes he is surrounded by his staff officers, and it is difficult therefore to speak at any length with him. Furthermore, he is a man of short and infrequent sentences, and as he does not regard his work as yet finished he is disinclined to talk about past achievements in which he figured in the principal command. His inherent courtesy, however, led him to answer, though briefly, the few questions which I asked him. In what he had to say he used the simplest of Japanese every-day words. While, of course, he left the impression that general efficiency, root gunnery, and brave and well-practised torp-work were necessary for victory—the Sea of Japan, he preferred rather, in the capacity, in which we like him best, that of a true Japanese.

He was sentenced to 12 months' imprisonment with hard labour and six hours' exposure in the stocks.

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ADMIRAL TOGO ON THE GREAT VICTORY.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH RILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th September.
GLASGOW and LIVERPOOL	"CHINGWO"	On 28th September.
GLASGOW and LIVERPOOL	"KINPUCK"	On 5th October.

HOMEBWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 10th October.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH RILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, AND COAST PORTS, VIA NAGASAKI	"TYDEUS"	On 1st October.
KOBE and YOKOHAMA	"PINGSUEY"	On 1st November.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, AND PACIFIC COAST	"KEEMUN"	On 30th October.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS. [9-10]

Hongkong, 15th September, 1905.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"
YOKOHAMA and KOBE	"CHINGTU"
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, MELBOURNE	"CHANGSHA"
SHANGHAI, SWATOW, CHEFOO and TIENSIN	"YOCHOW"
MANILA	"CHIHLI"
SWATOW, CHEFOO and TIENSIN	"TAMING"
MANILA	"TAMING"

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yintze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS. [11]

Hongkong, 22nd September, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING	STEAMERS	LEAVING	STEAMERS
TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 24th Sept., at Noon.	H. OHTA	THURSDAY 3.S.	FRIDAY, 22nd Sept., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"PROMISE"	SATURDAY, 23rd Sept., at 10 A.M.	THORSTENSEN	SATURDAY, 23rd Sept., at Noon	A. HANSEN
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"TRIUMPH"	SUNDAY, 1st Oct., at 10 A.M.	A. HANSEN	"PROTEUS"	SUNDAY, 1st Oct., at 10 A.M.
TAMSUI VIA SWATOW AND AMOY	"KRABBE"		KRABBE		

* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

+ Taking cargo on through Bills of Lading to all Yintze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 12th September, 1905.

T. ARIMA, Manager. [14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Saturday, October 14th
HYADES	3,733	Geo. Wright	Saturday, November 11th
TREMONT	9,606	T. W. Garlick	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	3,733	E. G. Purinton	Friday, December 29th

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures stowage at sea. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 20th September, 1905.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.
"ATHENIAN" 3,882 Tons Com. R. Robinson, R.N.R. WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA" 6,000 Tons Com. E. Eastham, R.N.R. WEDNESDAY, 15th Nov.
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 13th Dec.
Hongkong to London, 1st Class, via St. Lawrence 260. via New York 282.
Intermediate on Steamers, 240. " 222.
and 1st Class Rail 240. " 222.

THE magnificient TWIN-SCREW "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent.

Corner Pedder Street and Praya, opposite Blake Pier

[6]

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

STEAMER	FROM	JAPAN via SHANGHAI	Second half of September
TJIPANAS	JAVA	JAPAN via SHANGHAI	Second half of September
TJIMAH	JAPAN	JAVA PORTS	First half of October
TJILATJAP	JAVA	JAPAN via SHANGHAI	Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

DAGNY, Norwegian str. 883, O. Abraham, 18th Sept., — Chofoo 10th Sept., Beans—Aagaard, Thorsen & Co.

DARDDANUS, British str. 2,992, J. Milliech, 19th Sept.—Liverpool and Singapore 1st Sept., General—Butterfield & Swire.

DEEVENI, British str. 1,592, J. Jenkins, 6th Sept.—Samurang 27th August, Sugar—Chinese.

ESANG, British str. 1,127, L. A. Muir, 18th Sept.—Tientsin 9th Sept., Chofoo and Wei-Lan-wei 13th, General—Jardine, Matheson & Co.

ELISBURG RICHARDS, German str. 998, G. Gossels, 12th Sept.—Baekok 5th Sept., Rice—Butterfield & Swire.

GERMANY, German str. 1,714, J. Petersen, 13th Sept.—Hoitoch 12th Sept., General—Jesens & Co.

HAINMUN, British str. 636, A. J. Robson

POST OFFICE NOTICES.

Mails for CANTON, SAMSHU and WUCHOW are closed on week-days at 7.30 a.m. Sunday the mail for Macao is closed at 8 a.m. On Sunday the mails for NAMAO, SANIUE, KONGNIOU, KUMCHUK, SAMSHU, WUCHOW and CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR

PEB

DATE

Swatow, Amoy and Foochow
Swatow, Amoy and Aiping
Samarang and Sourabaya
Amoy
Swatow
Hainan
Dagou
Heungshau
Schleswig
E. Rickmers
Trinlaph
Loongsa
Tjipone
Minnesota
Zefiro
Manila
El Norte, etc., India via Tumicor
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)
Parcels mail will be closed at 5 p.m., to-morrow.

Macao
Amoy, Manila, Cobu and Ililo
Swatow and Shanghai
Hoihow and Pakhui
Chefoo and Newchwang
Amoy, Straits and Rangoon
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand; Melbourne, Adelaide and Perth.

Yokohama and Kobe
Swatow, Chefoo and Tientsin
Singapore, Peung and Calcutta
Swatow, Singapore and Bangkok
Swatow, Chefoo and Tientsin
Shanghai
Manila

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)
Manila

TO MORROW.
Ordinary General Meeting of Douglas Steamship Co., Ltd., noon.

COMMERCIAL.

CLOSING QUOTATIONS

21st September.

On Paris—	Bank Bills, on demand	1,112
Creditis, at 4 months' sight	245	
On Germany—	C. demand	198
On New York—	Bank Bills, on demand	47
Creditis, 60 days' sight	472	
On France—	Telegraphic Transfer	1442
Eax, on demand	1442	
On Calcutta—	Telegraphic Transfer	1442
Eax, on demand	1442	
On Shanghai—	Bank, of sight	714
Princ, 30 days' sight	723	
On Yokohama—	On demand	941
On Manila—	On demand—Peso	941
On Singapore—	On demand	9 p.m.
On Batavia—	On demand	1161
On Haiphong—	On demand	1,000 p.m.
On Saigon—	On demand	614
On Bangkok—	On demand	10.25
SOVEREIGN, Bank's Buying Rate	100 fine, per tael	53.90
GOLD LEAF,	100 fine, per tael	281
ONE SILVER, per tael	281	

OPIUM.

21st September.
Quotations are— Allow fee not to 1 cent!
Malwa New \$100 to — per pipe!
Malwa Old \$110 to —
Malwa Older \$120 to —
Malwa V. Old \$130 to —
Persian fine quality \$1050 to —
Persian extra fine \$1140 to —
Patna New \$100 to — per cheas.
Patna Old \$1027 to —
Bengares New \$880 to —
Bengares Old \$1007 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. M. str. Mongolia left Yokohama on the 14th Sept., and will arrive at Hongkong on the 28th Sept.

THE GERMAN MAIL.

The I.G.M. str. Koos left Kobe via Nagasaki and Shanghai on the 17th Sept., p.m., and may be expected here on Tuesday, the 26th Sept., a.m.

The I.G.M. str. Zieten left Colombo on Saturday, a.m., and may be expected here on Wednesday, the 27th Sept.

THE CANADIAN MAIL.

The C.P.R. str. Empress of China arrived at Nagasaki at 8.30 a.m. on Thursday, the 21st Sept., and 1 ft. again at 4 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on Saturday, the 23rd Sept.

H. M. R. M. TRAMERS.

The Ben Line str. Beresford, from Antwerp, and London, left Singapore on the 17th Sept., and may be expected here on the 24th p.m., and may be expected here on the 24th Sept. at daylight.

The Olen Line str. Glenesk, from London, &c., left Singapore on Tuesday, the 19th Sept., and is due here on the 25th Sept.

The N.D.L. str. Borussia, from Hamburg, left Singapore for this port on the 18th Sept., p.m., and may be expected here on the 24th Sept. at daylight.

The Ben Line str. Beresford, from London, &c., left Singapore on Tuesday, the 19th Sept., and is due here on the 25th Sept.

The N.D.L. str. Borussia left Sandakan on Wednesday, p.m., and may be expected here on Monday, the 25th Sept.

JOINT STOCK SHARES.

Hongkong, 21st September.

COMPANY. PAID UP. QUOTATIONS.

Alambra	\$200	\$100.
Banks—		
Hongkong & Shui	\$125	\$900, sales London, 1900.15
National B. of China	45	\$35, buyers
A. Shares	65	\$45, sellers
Del's Asbestos E. A.	125	\$7, buyers
China-Jones Co.	12	\$12, buyers
China Light & P. Co.	10	\$10.
China Provident	10	\$10, buyers

COTTON MILLS—

Evo.	Tls. 50	Tls. 22, buyers
Hongkong	10	\$14, sellers
International	75	114.
Lau Lung Mow	100	115, 57 buyers
Soyono	500	11, 23, buyers
Dairy Farm	50	\$17, sales

DOCKS AND WHARVES—

Farnham, B. & Co.	Tls. 100	Tls. 140, buyers
H. & K. Ward & G.	50	\$102, buyers
H. & W. Dock	50	\$105, sellers
No. New	60	\$17, sellers
Shai & H. Wharf	100	Tls. 15, buyers

PRINTED MATTER AND SAMPLES—

10.00 A.M.		
Registration	10.00 A.M.	
Postage	10 cents, up to 10.45 A.M.	
Letters	11.00 A.M.	
Saturday	23rd, 1.30 P.M.	
H. B. L. Tramways	23rd, 5.00 P.M.	
Hongkong Hotel Co.	23rd, 5.00 P.M.	
Hongkong Ice Co.	23rd, 5.00 P.M.	
Hongkong Ropeway Co.	23rd, 5.00 P.M.	
Hongkong Waterboat	23rd, 5.00 P.M.	

INSURANCES—

10.00 A.M.		
Registration	10.00 A.M.	
Postage	10 cents, up to 10.45 A.M.	
Letters	11.00 A.M.	
Saturday	23rd, 1.30 P.M.	
H. B. L. Tramways	23rd, 5.00 P.M.	
Hongkong Hotel Co.	23rd, 5.00 P.M.	
Hongkong Ice Co.	23rd, 5.00 P.M.	
Hongkong Ropeway Co.	23rd, 5.00 P.M.	
Hongkong Waterboat	23rd, 5.00 P.M.	

CHINA INSURANCE COMPANY—

10.00 A.M.		
Registration	10.00 A.M.	
Postage	10 cents, up to 10.45 A.M.	
Letters	11.00 A.M.	
Saturday	23rd, 1.30 P.M.	
H. B. L. Tramways	23rd, 5.00 P.M.	
Hongkong Hotel Co.	23rd, 5.00 P.M.	
Hongkong Ice Co.	23rd, 5.00 P.M.	
Hongkong Ropeway Co.	23rd, 5.00 P.M.	
Hongkong Waterboat	23rd, 5.00 P.M.	

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED—

10.00 A.M.		
Registration	10.00 A.M.	
Postage	10 cents, up to 10.45 A.M.	
Letters	11.00 A.M.	
Saturday	23rd, 1.30 P.M.	
H. B. L. Tramways	23rd, 5.00 P.M.	
Hongkong Hotel Co.	23rd, 5.00 P.M.	
Hongkong Ice Co.	23rd, 5.00 P.M.	
Hongkong Ropeway Co.	23rd, 5.00 P.M.	
Hongkong Waterboat	23rd, 5.00 P.M.	

CONSIGNEES per Company's Steamer

10.00 A.M.		
Registration	10.00 A.M.	
Postage	10 cents, up to 10.45 A.M.	
Letters	11.00 A.M.	
Saturday	23rd, 1.30 P.M.	
H. B. L. Tramways	23rd, 5.00 P.M.	
Hongkong Hotel Co.	23rd, 5.00 P.M.	
Hongkong Ice Co.	23rd, 5.00 P.M.	
Hongkong Ropeway Co.	23rd, 5.00 P.M.	
Hongkong Waterboat	23rd, 5.00 P.M.	

"DIO MED."

10.00 A.M.		